

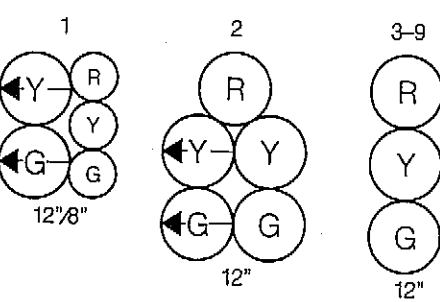
Revised: 27 March 2007

DRILL HOLES

DRILL HOLES

DRILL HOLES

EXISTING SIGNALS

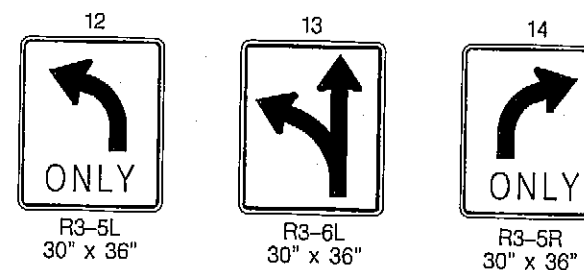


PROPOSED SIGNALS

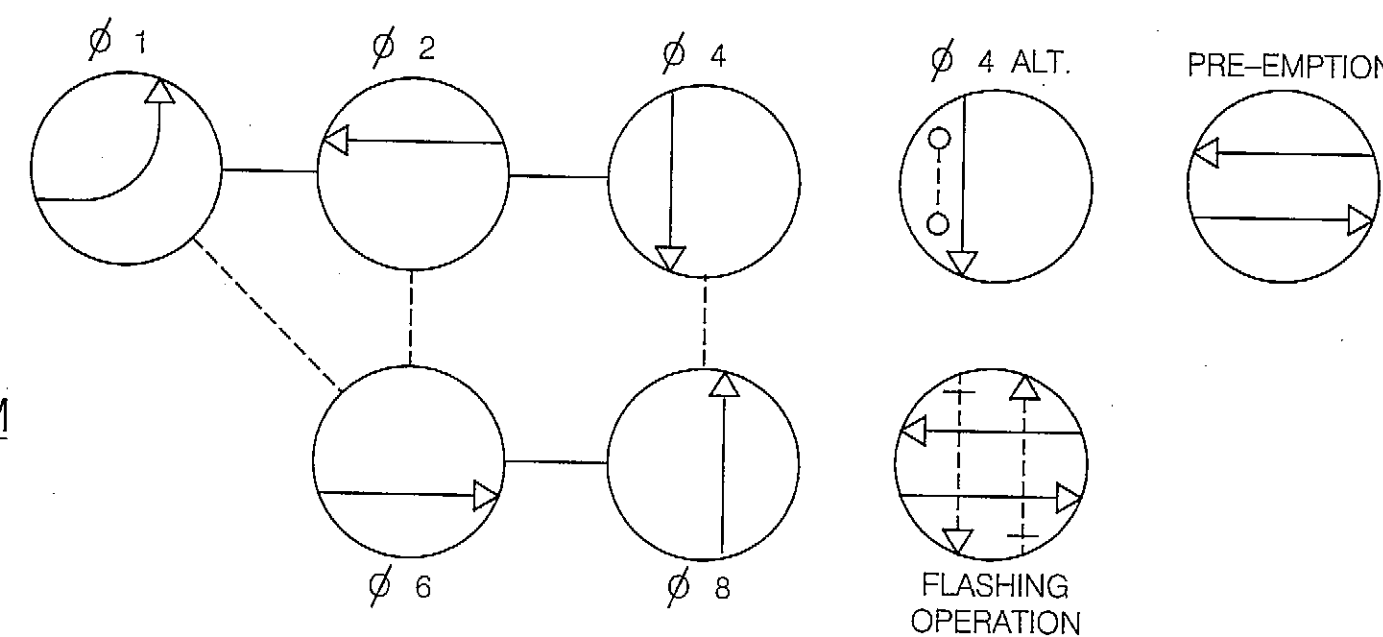


LAUREL MALL ENTRANCE

EXISTING SIGNALS



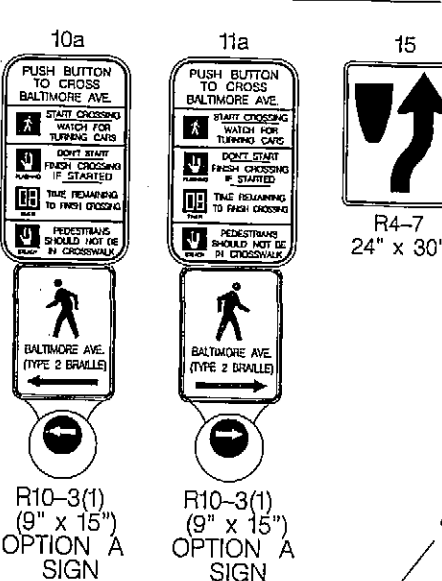
NEMA PHASING



GENERAL NOTES

1. THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF ONE YEAR FROM THE DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THE CONFLICT MAY BE RESOLVED.
3. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
4. THE CONTRACTOR SHALL REMOVE ALL UNUSED CABLE.
5. INSTALL CONDUIT AND DETECTION PRIOR TO THE INSTALLATION OF THE PAVEMENT MARKINGS.
6. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT BEING REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE WORK.
7. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
8. DISCONNECT AND ABANDON ALL EXISTING DETECTION.
9. INSTALL LOOP DETECTORS 1 FT. BEHIND STOPBARS.

PROPOSED SIGNS

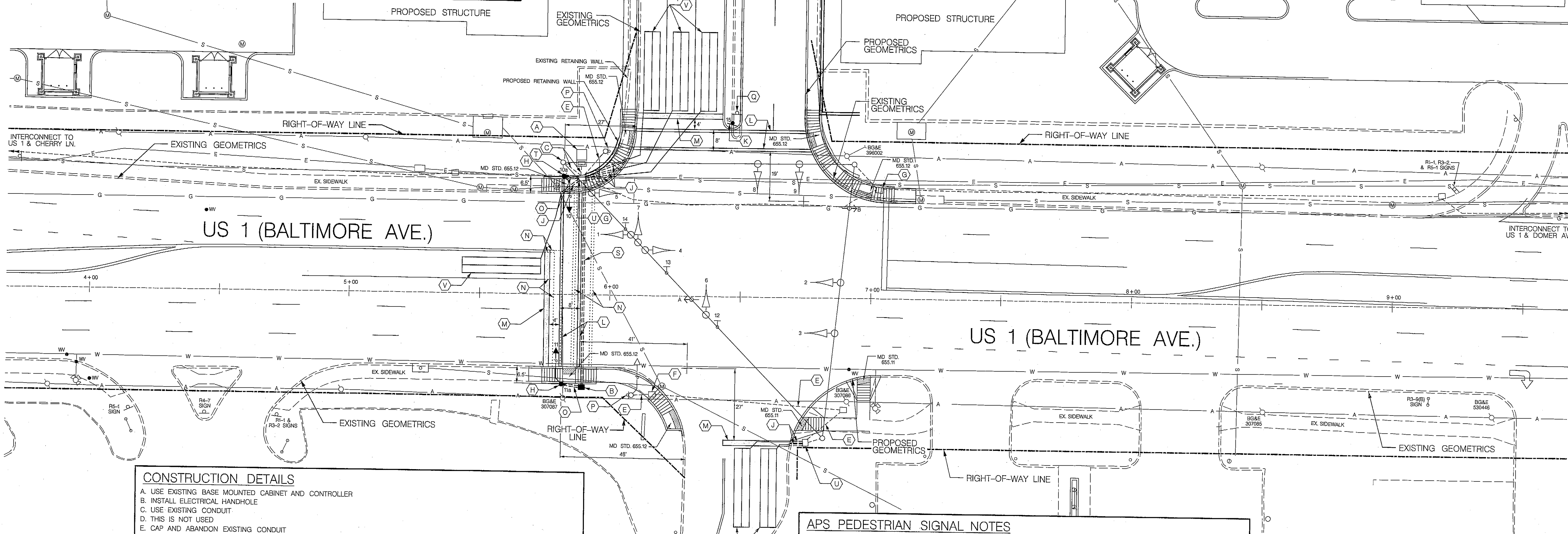


EXISTING OPTICOM DETECTOR EYE

A,B
→→

PHASING NOTES:

- 1) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
- 2) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

- A. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER
- B. INSTALL ELECTRICAL HANDHOLE
- C. USE EXISTING CONDUIT
- D. THIS IS NOT USED
- E. CAP AND ABANDON EXISTING CONDUIT
- F. REMOVE EXISTING HANDHOLE
- G. ADJUST EXISTING HANDHOLE TO FINAL GRADE - UTILIZE EXISTING CONDUIT
- H. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND SIGN (NOTE: INSTALL 1-3 IN. SCHEDULE 80, RIGID PVC, 90 DEGREE CONDUIT BEND)
- I. THIS IS NOT USED
- J. INSTALL 1 IN. LIQUID-TIGHT, FLEXIBLE CONDUIT - DETECTOR SLEEVE
- K. INSTALL R4-7 SIGN ON ONE-4 IN. X 4 IN. WOOD SUPPORT AT 15 DEGREES
- L. INSTALL 12 IN. SOLID WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
- M. INSTALL 24 IN. SOLID WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
- N. REMOVE EXISTING PAVEMENT MARKING LINE
- O. INSTALL 3 IN. SCHEDULE 80, RIGID PVC, ELECTRICAL CONDUIT - TRENCHED
- P. REMOVE EXISTING PEDESTAL POLE, PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN
- Q. REMOVE EXISTING SIGN AND SUPPORT
- R. THIS IS NOT USED
- S. INSTALL 4 IN. SCHEDULE 80, RIGID PVC, ELECTRICAL CONDUIT - SLOTTED
- T. INSTALL PEDESTRIAN SIGNAL HEAD ON EXISTING STEEL STRAIN POLE AS SHOWN
- U. USE EXISTING HANDHOLE. SPLICE NEW LOOP WIRE TO EXISTING 2-CONDUCTOR (ALUMINUM SHIELDED) CABLE
- V. INSTALL 6 FT. X 30 FT. QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (3-6-3 WINDING)

APS PEDESTRIAN SIGNAL NOTES

1. PUSHBUTTONS ARE TO BE LOCATED SO THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
2. THE 10" SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF THE PUSHBUTTON TO THE FACE OF THE PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
3. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08 + 4E.10 AND FIG. 4E-3 + 4E-4 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATION UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
5. ALL APS CENTRAL CONTROL UNITS SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR PROGRAMMING AND TESTING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.

SHA TRACKING NO. 09-AP-PG-002

SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 1 (BALTIMORE AVE.) AND
LAUREL MALL ENTRANCE
LAUREL, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1"=20' DATE 7-27-05 CONTRACT NO. _____
DESIGNED BY _____ COUNTY PRINCE GEORGE'S
DRAWN BY _____ LOGMILE 1600012.96
CHECKED BY _____ TMS NO. _____
F.A.P. NO. _____ TOD NO. _____
DRAWING NO. TS-1629 F SHEET NO. 1 OF 2

TRAFFIC CONCEPTS, INC.

325 Gambrills Road
Suite B
Gambrills, MD 21054
(410) 923-7101
FAX: (410) 923-6473

EMAIL: KSCHEID@TRAFFIC-CONCEPTS.COM

M: 2654 / SIGNALS / US 1 @ MALL FRONT / SIGNAL

PROFESSIONAL CERTIFICATION (HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME AND THAT I AM A duly Licensed Professional Engineer UNDER THE LAWS OF THE STATE OF MARYLAND)
LICENSE NO. 2503 EXPIRATION DATE 8/26/2014

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION
OFFICE DIRECTOR

REVISIONS
① GEOMETRICS IMPROVEMENTS TO WEST LEG UPGRADE PEDESTRIAN FACILITIES
8-14-2013 BY: M. 2654 / SIGNALS / US 1 @ MALL FRONT / SIGNAL
E REPLACE POLE ON R.E. QUADRANT AND ASSOCIATED EQUIPMENT
7/28/05 BY: M. 2654 / SIGNALS / US 1 @ MALL FRONT / SIGNAL
R4-7 CJS
D INSTALL OPTICOM S.S. US 1, REPLACE SIGNAL HEADS TO BLACKFACE AND ADD NEAR-SIDE SIGNAL N.E. US 1
SHA NO. AT6045185 SIGNAL N.E. US 1 9/23/04
MO TZ

PLOTTED: 6/19/2013
FILE: M:\2602\2654\SIGNALS\US 1 @ MALL FRONT\signal V8.dgn